

BookletChart™

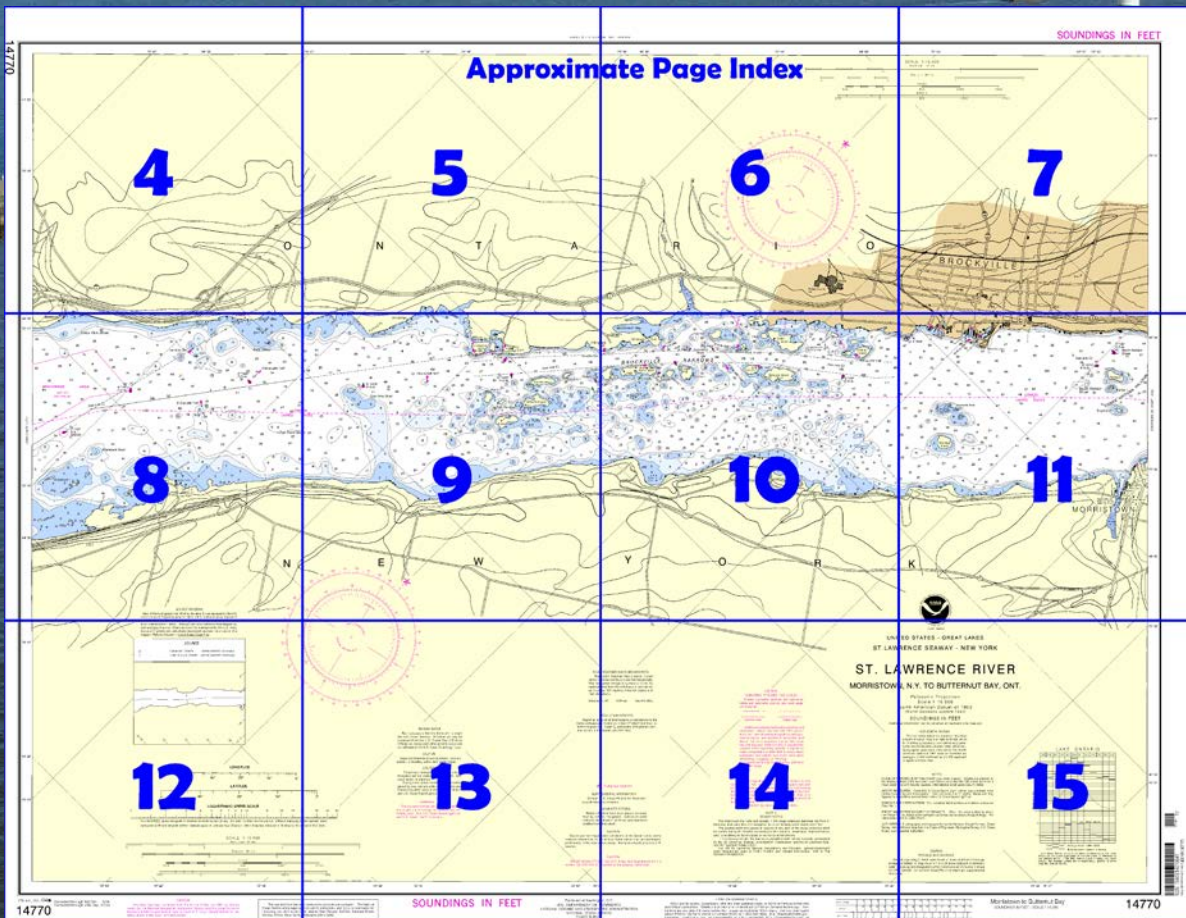


St. Lawrence River – Morristown, NY, to Butternut Bay, Ont. NOAA Chart 14770

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14770>



(Selected Excerpts from Coast Pilot)

Morristown, NY, is a small-craft harbor on a small inlet on the southeast side of the river opposite the Three Sisters Islands. **Small-craft facilities.**—A public dock and launching ramp are on the east side of the inlet. In 1977, a depth of 10 feet (3 meters) was reported alongside the dock. Two marinas at Morristown provide transient berths, gasoline, diesel fuel by truck, water, ice, electricity, sewage pump-out, some marine supplies, and a launching

ramp. A 5-ton mobile lift is available for hull and gasoline engine repairs. **Brockville, ON.**—The following is extracted (partial) from **Canadian Sailing Directions CEN301, St. Lawrence River, Chapter 3**. It is to be

noted that the units of miles are nautical miles.

The city of **Brockville**, with a population of 21,957 (2006), is on the northwest shore 10 miles southwest of Prescott. The downstream limit of the harbour is 0.1 mile southwest of McNair Island; the upstream limit is near **Smith Island** and **Refugee Island** (44°34'N., 75°42'W.). Brockville has bus and rail services. By the Seaway channel, Brockville is 119 miles from Montreal.

The Canada Border Services Agency (CBSA) has an office in Brockville. For more information, contact the Border Information Service, at 1-800-461-9999 for service in English or 1-800-959-2036 for service in French, or visit: <http://www.cbsa-asfc.gc.ca>.

Blockhouse Island, connected to the mainland by a causeway at its northeast end, is a municipal park. **Tunnel Bay** is the inner end of the basin protected by Blockhouse Island.

A **submerged water intake** 0.3 mile northeast of Blockhouse Island extends 220 m (722 ft) offshore.

Brockville Public **wharf**, on the Blockhouse Island jetty, is 142 m (466 ft) long and had depths of 0.6 to 3 m (2 to 10 ft) in 2006. Facilities included dockage with power and water, picnic area, pay phones and ice.

The stretch of river from Brockville upstream to Lake Ontario is thickly strewn with large and small islands known as the **Thousand Islands**. No attempt is made here to mention each island and shoal in the group. The nautical charts are the best guide and are a necessity for navigating any portion of this stretch.

Brockville Narrows is a partially dredged reach about 3 statute miles (2.6 nm) long that extends upstream from just above Brockville. The channel leads close to the Canadian shore through a group of islands that fill the river from bank to bank. The channel that parallels Brockville Narrows close to the New York shore is not suitable for deep-draft vessels. Numerous shoal spots of less than 2 feet (0.6 meter) are between the New York shore and the main channel.

Coming out of Brockville Narrows, the vessel route extends southwest between **Cole Ferry Shoal** and **Cole Shoal**. This reach is marked at the lower end by a **036°55'** lighted range. At **Whaleback Shoal**, about 3 statute miles (2.6 nm) above Brockville Narrows, the vessel route turns south southwest for 2.5 statute miles (2.2 nm) on the east side of **Bay State Shoal** and **Crossover Island**. This reach is marked by a **013½°** lighted range and by Chippewa Point Directional Light at the lower and upper end, respectively.

Anchorage.—A designated anchorage marked by buoys is on the west side of the vessel route abreast the turn at Whaleback Shoal.

Calling-in point.—Upbound vessels shall contact "Seaway Clayton" on VHF-FM channel 13 and downbound vessels shall contact "Seaway Iroquois" on VHF-FM channel 11 when approximately abeam of Crossover Island. After initial contact, vessels shall guard VHF-FM channels 13 (upbound) and 11 (downbound). (See the Seaway Handbook for details.)

A natural deepwater channel marked by lights and buoys leads southwest from the turn at Whaleback Shoal and roughly follows the Canadian shore north of **Grenadier Island**.

Blind Bay is a small inlet just east of Chippewa Point Directional Light. A sign marks the east side of the entrance. Several overhead cables with a reported least clearance of 28 feet (8.5 meters) cross the entrance channel. In 1977, a reported depth of 4 feet could be carried along the north shore to a marina in the northeast corner.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander
9th CG District
Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Pump-out facilities

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXN-68 162.475 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.194' northward and 1.165' eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

SPEED REGULATIONS: See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

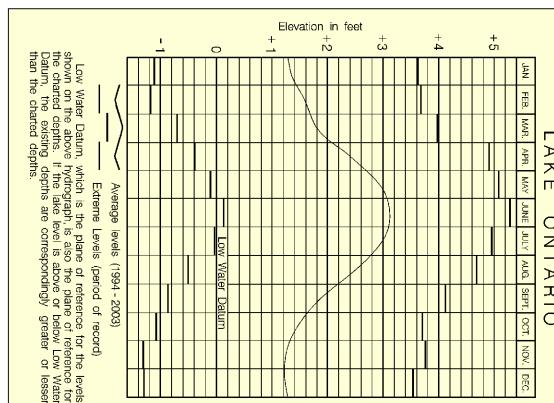
PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Ontario is at elevation 243.3 feet. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.



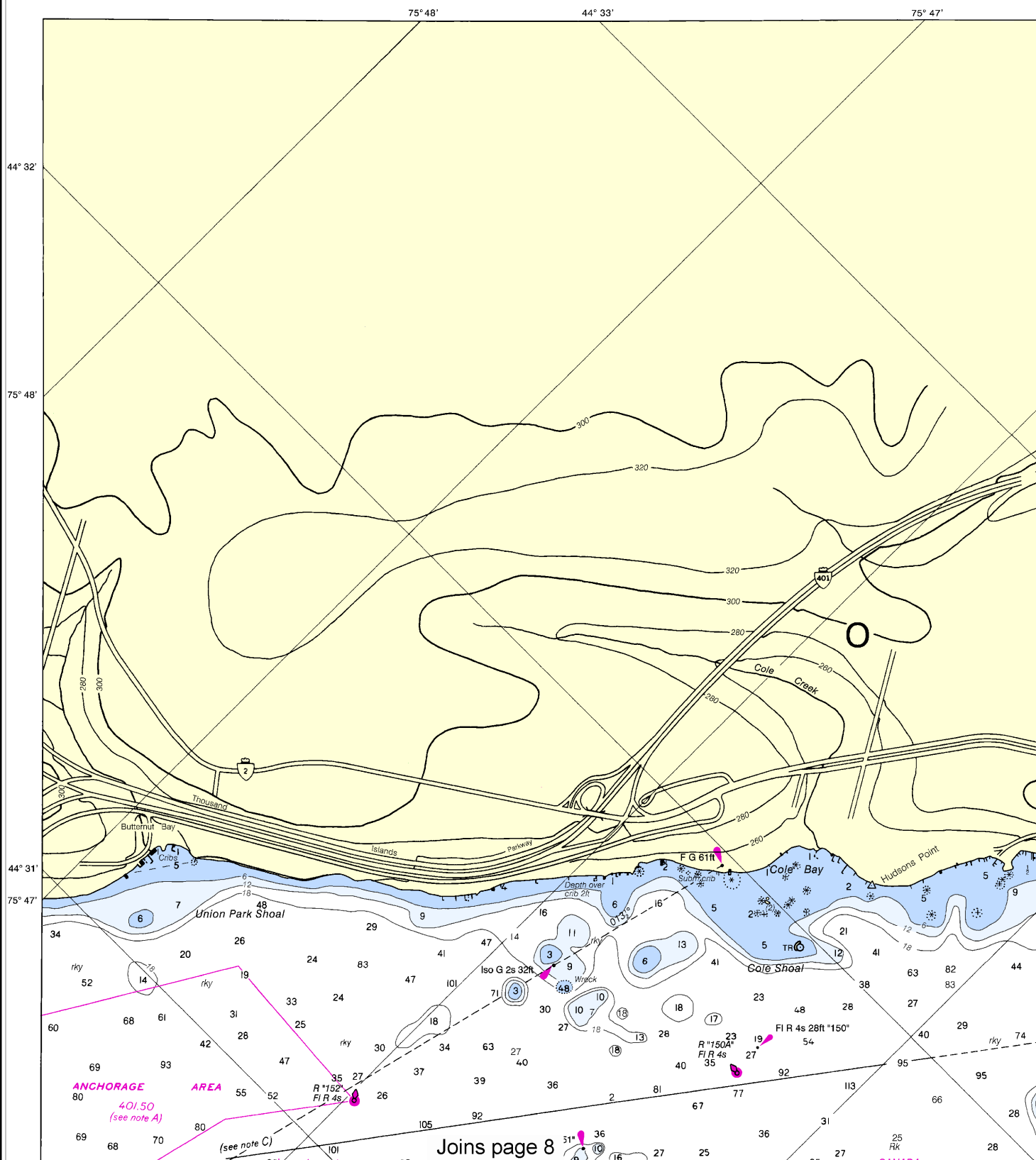
NOTE C SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals, the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Management Corporation.

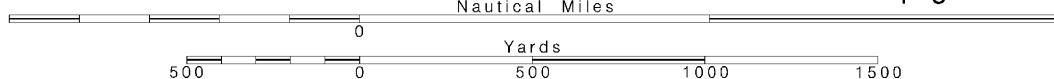
For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to The SEAWAY HANDBOOK.



Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.

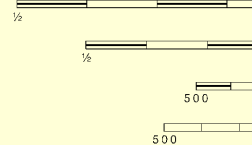


Note: Chart grid lines are aligned with true north.

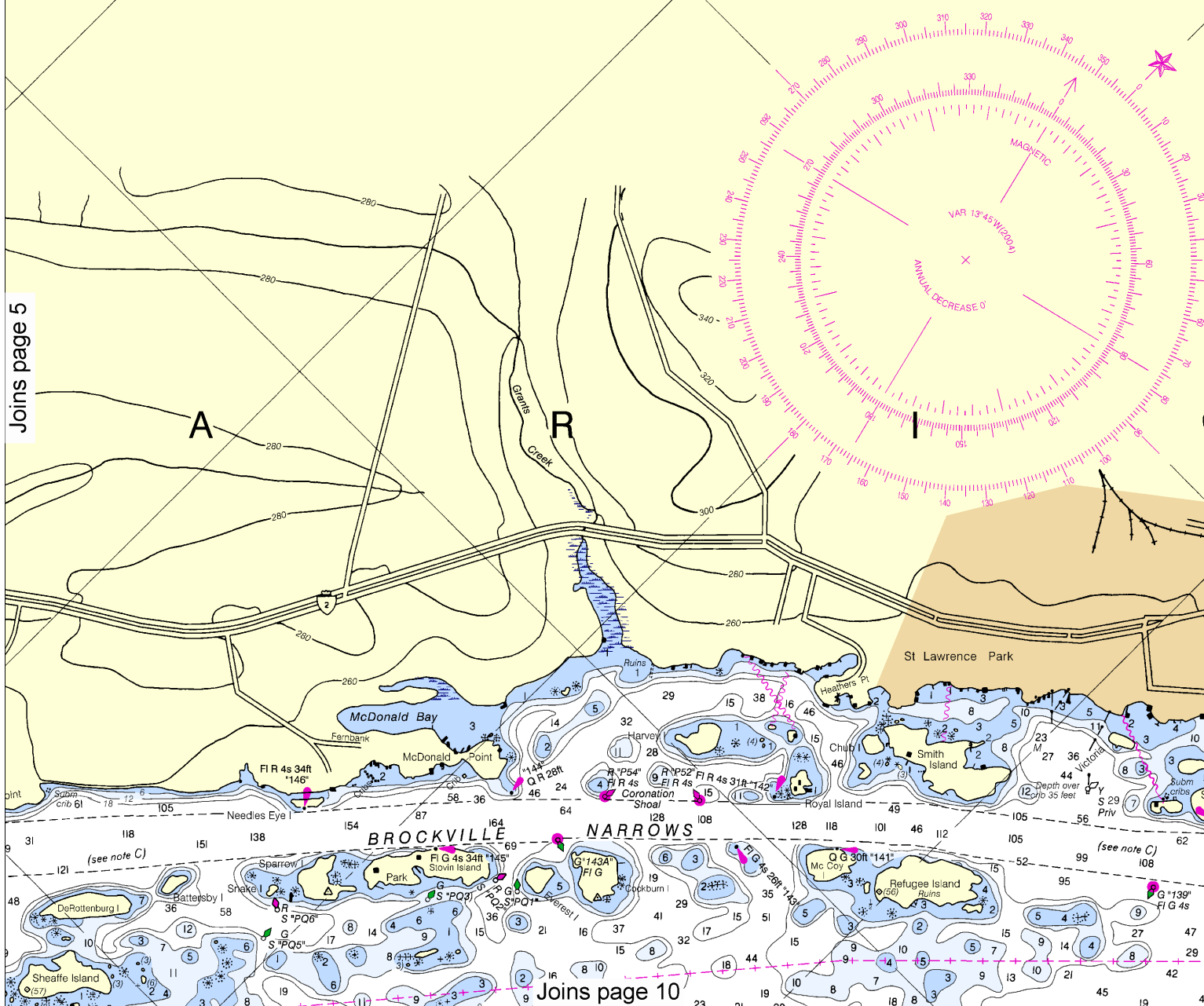
75° 45'

44° 35'

75° 44'



Joins page 5



Joins page 10

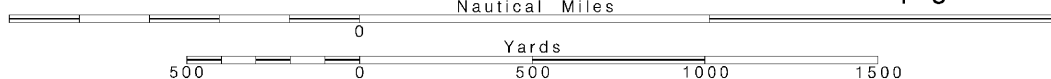
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.



SOUNDINGS IN FEET

44° 36' 75° 43' 44° 37' 75° 42'

SCALE 1:15,000
Nautical Miles
Statute Miles
Yards
Meters

BROCKVILLE

THREE SISTERS ISLANDS

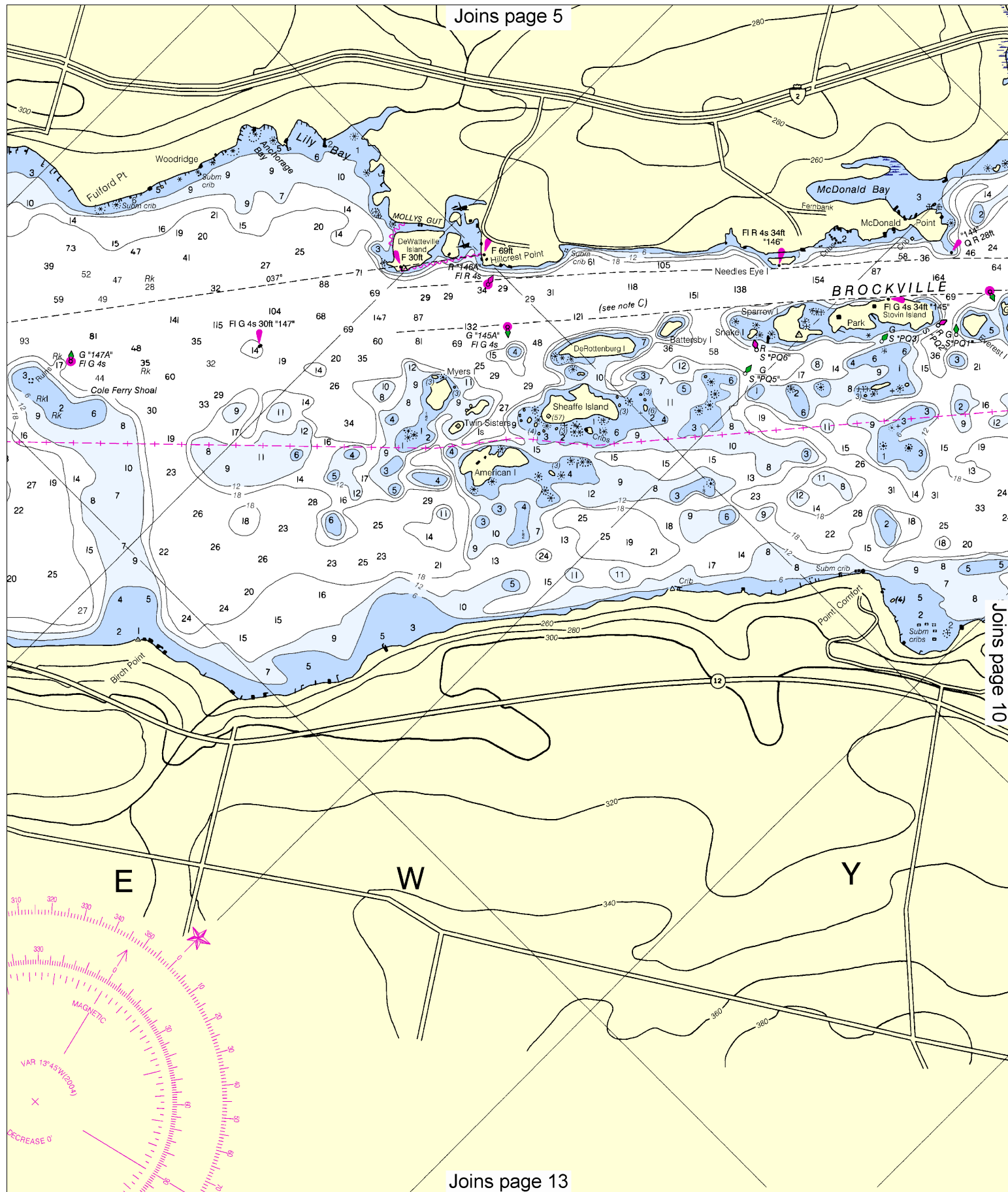
McNair I. Murray I. South McNair Shoal

Joins page 11

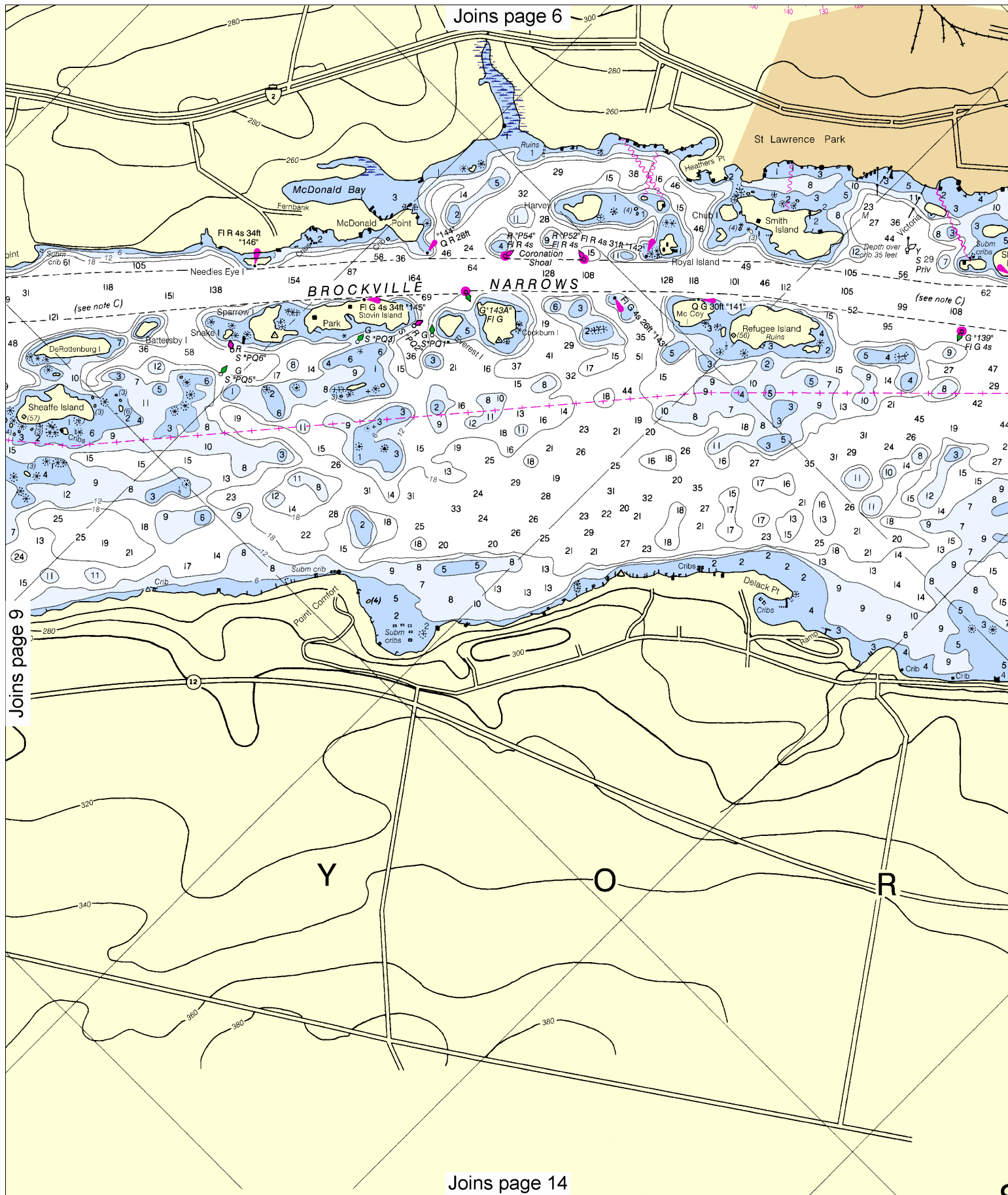
CHART 14764

7

Joins page 5



Joins page 10



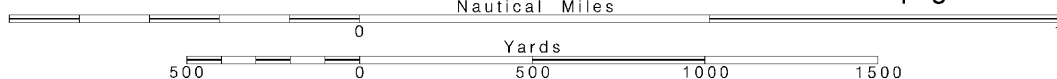
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Note: Chart grid lines are aligned with true north.

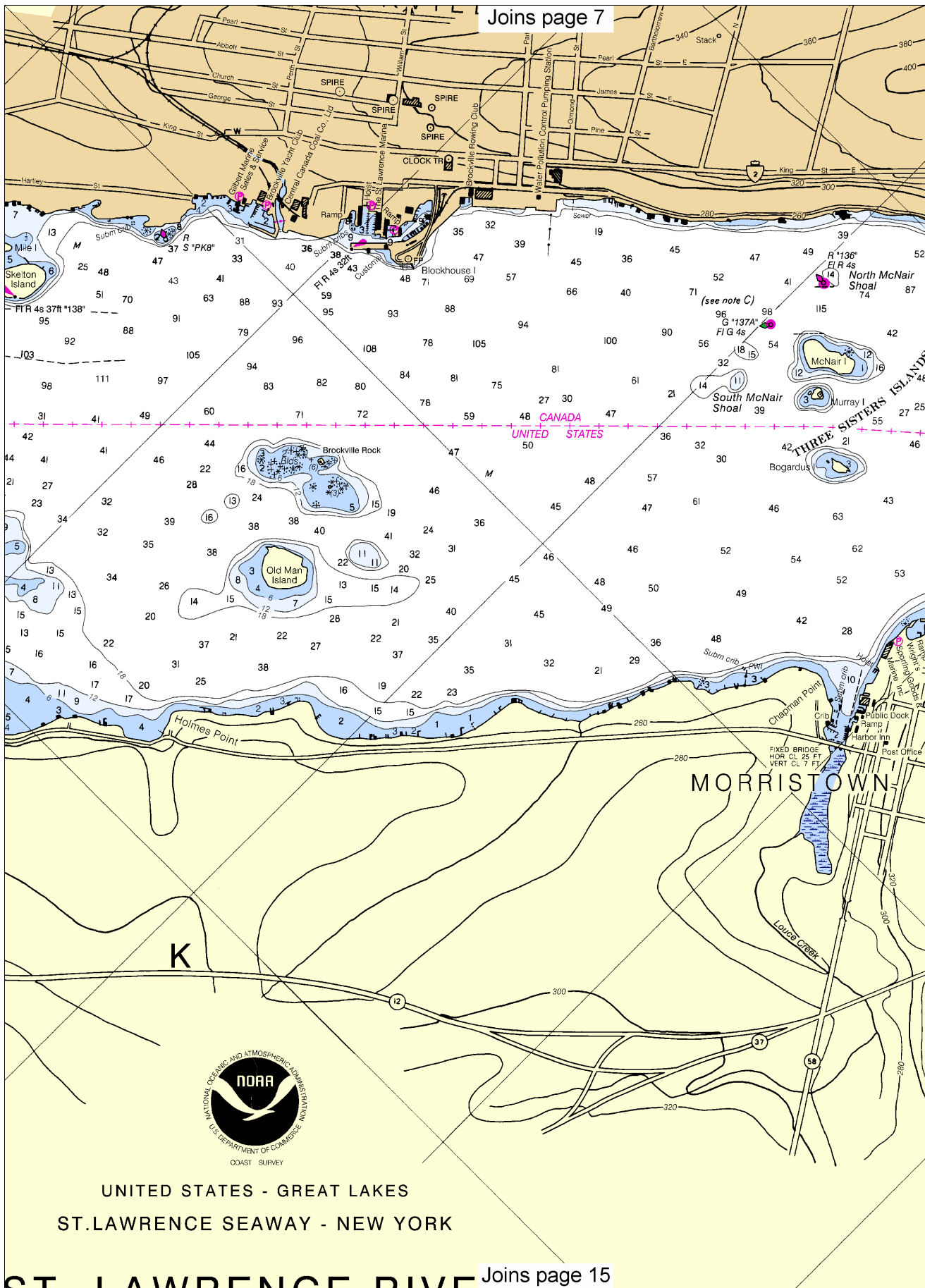
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SCALE 1:15,000

See Note on page 5.



Joins page 7



CONTINUED ON CHART 14764

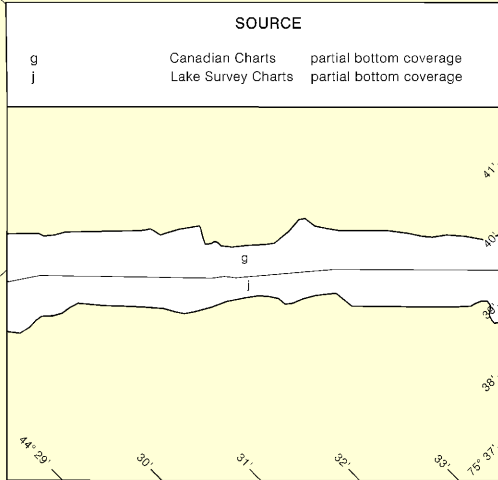
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SOURCE DIAGRAM

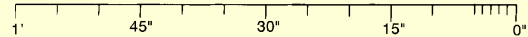
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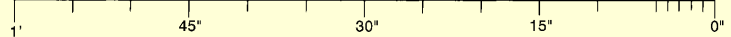
g	Canadian Charts	partial bottom coverage
j	Lake Survey Charts	partial bottom coverage



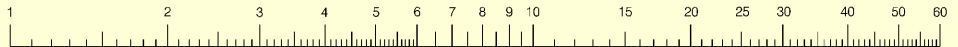
LONGITUDE



LATITUDE

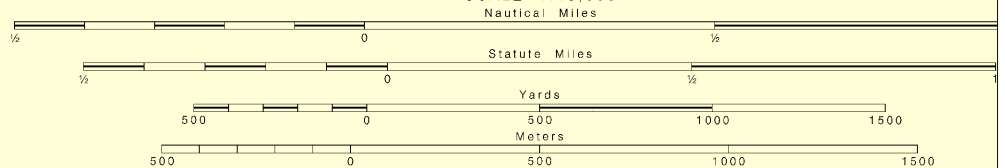


LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:15,000



17th Ed., Oct./04 ■ Corrected through NM Oct. 9/04
Corrected through LNM Sep. 21/04

14770

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding or improving this chart to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

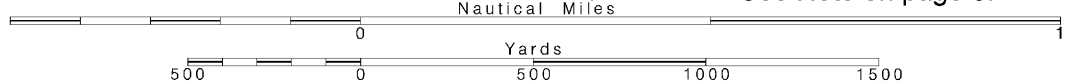
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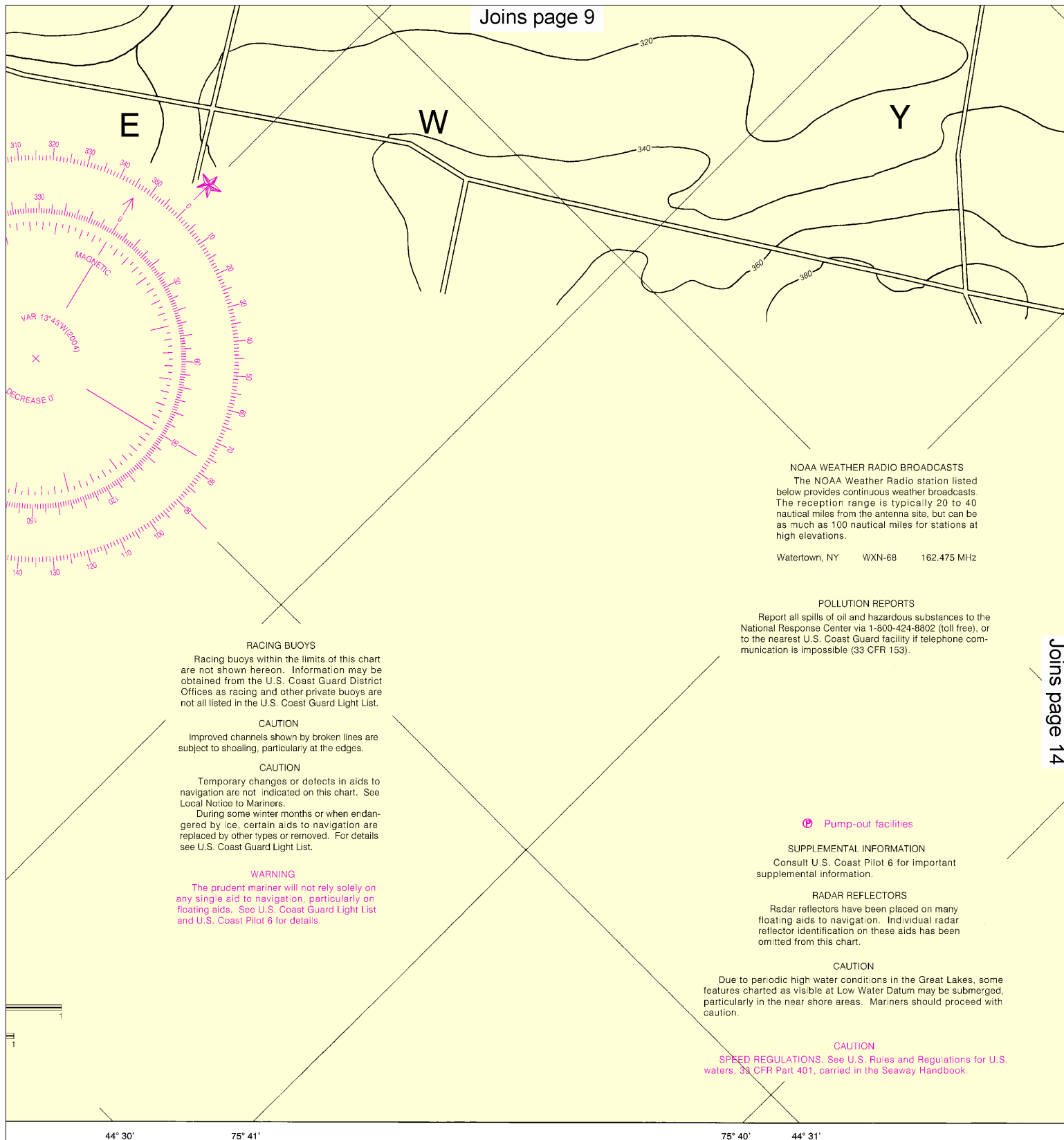
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Printed at reduced scale.

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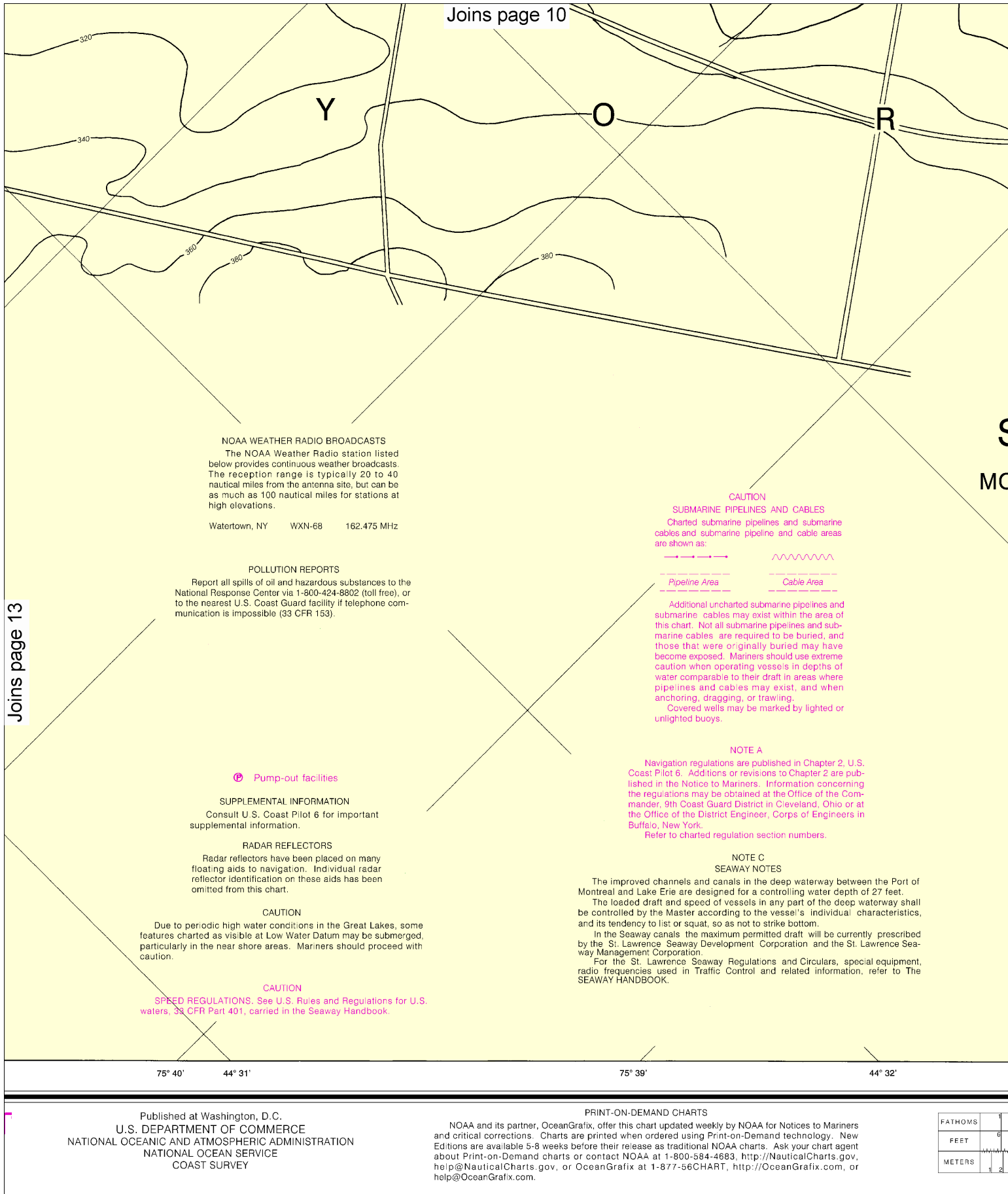
SPEED REGULATIONS. See U.S. Rules and Regulations for U.S. waters, 33 CFR Part 401, carried in the Seaway Handbook.

SOUNDINGS IN FEET

navigation. The National
itions, or comments for
(VCS2), National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

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help@Ocea



K



UNITED STATES - GREAT LAKES
ST. LAWRENCE SEAWAY - NEW YORK

ST. LAWRENCE RIVER

MORRISTOWN, N.Y. TO BUTTERNUT BAY, ONT.

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic system 1984)

SOUNDINGS IN FEET
Additional information can be obtained at nauticalcharts.noaa.gov.

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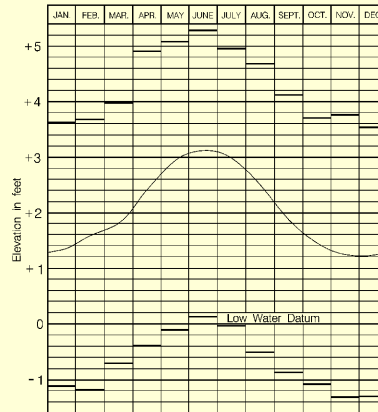
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

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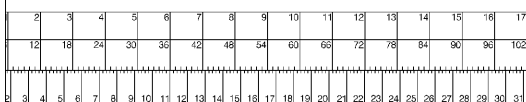
LAKE ONTARIO



Average levels (1994 - 2003)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

75° 38'

44° 33' 75° 37'



Morristown to Butternut Bay
SOUNDINGS IN FEET - SCALE 1:15,000

14770



ED NO. 17



NSN 7642014070641
NGA REFERENCE NO. 14XHA14770



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker